

MARINE MEDIUM HELICOPTER SQUADRON 165
 Marine Aircraft Group 16
 1st Marine Aircraft Wing, FMFPac
 FPO, San Francisco 96602

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 03A21369
 1 August 1969

From: Commanding Officer
 To: Commandant of the Marine Corps (Code A03D)
 Via: (1) Commanding Officer, Marine Aircraft Group 16
 (2) Commanding General, 1st Marine Aircraft Wing
 (3) Commanding General, Fleet Marine Force, Pacific

Subj: Command Chronology for period 1 - 31 July 1969

Ref: (a) MCO 5750.2
 (b) WGO 5750.4

Encl: (1) HMM-165 Command Chronology

1. In accordance with the provisions of reference (a) and (b), enclosure (1) is submitted.
2. Downgraded at three year intervals; declassified after 12 years DOD directive 5200.10.

T. E. Raines
 T. E. RAINES

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 SAC # 0727-69
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COMMAND CHRONOLOGY
1 July 1969 to 31 July 1969

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Marine Medium Helicopter Squadron 165

COMMANDERT. E. RAINES
1 July - 31 JulySUBORDINATE UNITS

None.

ATTACHED UNITS

None.

2. LOCATION

1 July through 31 July 1969: Marble Mountain Air Facility, Da Nang, RVN.

3. STAFF OFFICERS

A. Commanding Officer	T. E. RAINES, LtCol.	1-31 July 69
B. Executive Officer	A. M. ECHOLS III, Maj.	1-14 July 69
C. Operations Officer	C. H. KLINGENSMITH, Maj.	15-31 July 69
D. Administrative Officer	V. S. REED, Maj.	1-14 July 69
E. Maintenance Officer	R. S. PLASTERER, Maj.	15-31 July 69
F. Logistics/Supply Officer	D. D. BRADLEY, Capt.	1-31 July 69
G. NATOPS Officer	A. C. MACAULAY, Maj.	1-31 July 69
H. Aviation Safety Officer	F. F. STANSFIELD, Capt.	1-31 July 69
	C. H. RYAN, 1stLt.	1-31 July 69
	C. H. RYAN, 1stLt.	1-31 July 69

4. AVERAGE MONTHLY STRENGTH

<u>Naval Aviators</u>	<u>AGO</u>	<u>Flight Surgeon</u>	<u>Enlisted</u>
27	4	1	143

<u>Boeing Rep</u>	<u>G. E. Rep</u>
1	1

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PART II

NARRATIVE SUMMARY

1 July 69. July came in slow for HMM-165. With only seven of her aircraft in the air, flight time was a weak 18.1. Only 3500 lbs. of cargo was hauled and 89 passengers carried. Three of our five missions were of the VIP type.

2 July 69. Flight time picked up to 28.9, ten hours higher than yesterday, as the Lady Aces pushed on into July. Scheduling remained on the VIP and Admin side of the coin. Of the seven missions the White Knights were fragged for, only one was operational, that being the 16/3 Recon mission led by Major MITCHELL.

3 July 69. The high point of the day came when LtCol. RAINES led his Lady Aces on a strike in support of Victory Dragon XIII. Nine aircraft were used to insert some 261 ROK Marines. The Skipper's section led in troops inserted with 101.

4 July 69. Independence Day was scheduled as a routine day on the flight schedule, but when Lt. TREMBLAY, flying YW 20, was on final, things began happening. At approximately 40 feet and ten knots he had a sprag clutch failure. He was able to control the aircraft to a squared touchdown. The nose wheel collapsed and extensive damage was done, but all the Lady Aces got out. Major PLASTERER was the workhorse on the Fourth. He landed 38 times, carried 85 passengers, and hauled a total of 24,100 lbs. of cargo.

5 July 69. Morning Medevac, Afternoon Medevac, Day Recon, Sparrow Hawk, Night Medevac, and Bald Eagle allowed the Lady Aces to fly "their" kind of day. Both of HMM-165's Captains, STANSFIELD and GIEDZINSKI, took fire; the former at AT 845309, the latter at BT 402090. All of the cargo carried by the White Knights was carried by Major PLASTERER - 30,400. Flight time for the day was 31.1.

6 July 69. On what appeared to be a limited schedule, the Lady Aces flew their highest single flight hour day. Doing the bulk of the work were Lt's. BUTTS and TREMBLAY. The carrying and hauling of passengers and cargo was light. The White Knights launched 5 single-aircraft missions.

7 July 69. HMM-165 flew its third consecutive 30 hour day. Major REED's section did the bulk of the squadron's work. They took off and landed 141 times, lifted 42,500 lbs., and ferried 253 passengers.

8 July 69. For the first time this month, the Lady Aces flew a 40 hour day. LtCol. RAINES led a Reconassiance mission that totaled 54 sorties

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and inserted and extracted 151 Marines, in less than five hours. The day's totals were - 118 sorties, 8100 lbs. of cargo, and 237 passengers carried.

9 July 69. Major REED's superior airmanship was the direct factor for the saving of his crews lives today. The aircraft suffered a cyclic hard-over at 2000 feet which caused the aircraft to pitch nose high toward a loop. Using rudder pedals alone, he slid the aircraft through six to eight nose-high to nose-low attitudes all the way to the deck. On the last slide, Major REED let the nose rise while the aft rotor blades hit the ground. The rest of the aircraft crashed, and burst into flames. All the members got out with the most serious being a bruise. They were evacuated in minutes despite the automatic weapon fire they encountered when they exited the aircraft. Major MITCHELL and Lt. RYAN were the workers of the day carrying 44,500 lbs. of cargo.

10 July 69. With morning, afternoon, and night Medevac being three of our six missions assigned, the Lady Aces cannot boast of loads hauled or cargo carried. Flight time seeped to a lowly 18.4.

11 July 69. Lt's. RYAN and TREMBLAY put on tape the squadron's accounts during the oral history interview. The weather was at its worst and forced a no-fly condition at Marble Mountain's air facility. The day's work began with a 1300 launch. Despite this, the Lady Aces flew 31.6 flight hours.

12 July 69. Today, the White Knights flew the least hours recorded in a single day this month, 17.0. Of these 17.0 hours, Major REED's Admin hop was responsible for 8.4 hours. He launched his aircraft at 0700 and, with four lengthy breaks, landed at 2100. It was a slow day all the way around.

13 July 69. A heavier load, especially the Medevac type mission, allowed the Lady Aces to climb from 17.0 hours to 32.1 hours. Aircraft Commander, Major REED, and co-pilot, Lt. POMMIER, had 25 of the squadron's 72 sorties, all 600 of its lbs. carried, and ferried 80 of its 85 passengers.

14 July 69. Eight single aircraft missions were on the schedule for the White Knights leaving nothing but an uneventful day with low flight time. Lt. BOYUM did the bulk of the squadron's work having 27 sorties, hauling 2000 lbs. of cargo, and carrying 103 passengers.

15 July 69. Today was a typical day in Viet Nam, if a squadron can have one. The Lady Aces were dealt their fair share of missions and their fair share of Admin work. As a result of this, the White Knights had 97 sorties

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and carried 500 lbs. of cargo and 102 passengers. The only exception of the day was the loaning of one Lady Ace bird to the Group Skipper, LtCol. FULTON, and HMM-364's Skipper, LtCol. BRADY to observe and act as helicopter Controller Airborne for HMM-364's strike.

16 July 69. With three single aircraft Admin runs, one VIP hop, and a single SAR mission, the Lady Aces had a most bleak day. Everything went as the schedule requested.

17 July 69. A six single - aircraft launch held HMM-165 to 24.1 flight hours - the least flight hours flown in the past five day period. Lt. TREMBLAY was the workhorse carrying a mere 1300 lbs. of cargo, 90 passengers, and landing and taking off a total of 48 times.

18 July 69. Five missions allowed the Lady Aces 21.9 flight hours. Lts. BUTTS and TREMBLAY flew 54 of 83 sorties, carried all 250 lbs. of cargo, and ferried 85 of the 122 passengers carried by the White Knights.

19 July 69. LtCol. RAINES led nine Lady Ace aircraft on a strike in support of Operation Victory Dragon XIII. The strike made possible the insertion of 511 men, a total of 29000 lbs. of cargo lifted, and 114 sorties. Three aircraft took small arms fire. Another seven aircraft were used for other missions.

20 July 69. Even with a six aircraft strike in support of Durham Peak on order, the Lady Aces only flew 16.5 flight hours, the lowest of the month. The Lady Aces had one of its aircraft crash while landing during the strike. All the HMM-165 personnel got out of the mishap, and Lts. LIPKING and UDELL were medevaced to Japan for burn wounds. Oddly enough, our Chu Lai SAR aircraft took hits. While flying to assist an Army Huey, Lt. SINCLAIR took five hits. He was coming into the LZ 312 area at 100 Kts. and a 200 feet of altitude when it happened.

21 July 69. LtCol. RAINES, with six White Knight aircraft following, led his third consecutive strike. It was another strike in support of Durham Peak. No aircraft were fired upon as the Lady Aces inserted 366 troops. Flight time was 29.8 hours for the day.

22 July 69. Lt. TREMBLAY and Lt. BAKER were fired at by small arms at 1700 south of Liberty Bridge. No hits were taken. The rest of the Squadron carried 700 lbs. of cargo and 31 passengers while landing and taking off 136.

23 July 69. A somewhat routine day had Capt. STANSFIELD ferrying 69 of the squadron's 98 passengers, hauling all 1700 lbs. of cargo, and completing 15 of the 57 sorties.

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24 July 69. The Lady Aces were scheduled heavy enough to break 30 flight hours. Statistics proved the day as one of the month's best. The squadron took off and landed 180 times and carried 2000 lbs of cargo and 209 passengers.

25 July 69. Lt. BOYUM was at the top of the work list. He carried 10,000 of the squadron's 20,000 lbs. of cargo. Flight time for the day slipped below the thirty hour mark to a 27.1 flight hour day.

26 July 69. A bleak 23.7 flight hours was proof of a slow day. The section who did the most work was Capt. STANSFIELD's mission twenty. Of the section's 41 total sorties, 13 of them were in unsecure zones.

27 July 69. Only five of the Lady Ace birds took to the skies. It was an indicator of what is going to be. Seven more days and the squadron will begin its stand down for their Okinawa voyage. The load has been lightened. The squadron flew 29.0 hours.

28 July 69. With three days of scheduled flying left and three days of write-ins to go, the standing down process has begun. The Lady Aces flew very little but were fortunate to pick up the complete medevac package. Other than the package the squadron had a VIP hop and one SAR run. Flight time was 21.3.

29 July 69. Flight time was under twenty hours as scheduling continued to be on the light side. Capt. STANSFIELD, flying the 32 VIP mission, lost an engine and had to make a decision between a river and a graveyard. He chose the graveyard. All was resolved, and, with its patched up fuel system, the aircraft was flown back to MMAF.

30 July 69. Most of the Lady Aces had an easy day with the exception of Capt. KOZAI's section which was diverted from its regular mission to incorporate mission 11 into their package. Along with the 11.9 flight hours they flew, mechanical problems made their day more difficult. Flight time for the squadron was 24.4 flight hours.

31 July 69. Today, the last regularly scheduled flying day, found the squadron with its eyes pointing to the water anticipating the move to Okinawa. The personnel seemed to have their things together with the embarkation team working the most. All went as scheduled.

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PART III

SEQUENTIAL LISTING OF SIGNIFICANT EVENTS

1. Operations Participated In:

- a. DURHAM PEAK
- b. PIPESTONE CANYON
- c. VICTORY DRAGON XIII

2. Personnel:

a. Transfers To HMM-165

Officers 1

Enlisted 18

b. Transfers From HMM-165

Officers 9

Enlisted 37

c. Promotions

Capt. R. R. KERSEY was promoted from 1st Lt.
Cpl. R. R. CORKUM was promoted from L/Cpl.

d. Casualties Sustained

1st Lt. D. K. WHITTINGHAM 010 23 84/7562 and SSgt. C. G. BOOTHBY
133 01 75/6351 were wounded in action on 9 July 1969 when their aircraft
was shot down by enemy fire.

1st Lt. D. M. LIPKING 010 36 41/7562 and 1st Lt. S. D. UDELL 010 38 57/
7562 were wounded in action on 20 July 1969.

3. Logistics:

a. During this reporting period HMM-165 flew 3,149 sorties, carrying 213.8
tons of cargo, 5,090 troops/passengers, and 463 med-evacs for a total of
824.7 flight hours.

b. Average availability for the period 1 July through 31 July 1969
was 69.6%.

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PART IV

SUPPORTING DOCUMENTS

1. None.

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